

**CHANGE**

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

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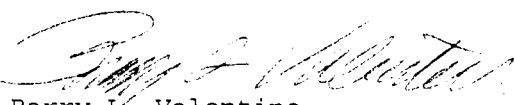
3/17/97

AIRWAY PLANNING STANDARD NUMBER ONE--TERMINAL AIR NAVIGATION FACILITIES  
AND AIR TRAFFIC CONTROL SERVICES  
SUBJ:

1. PURPOSE. This change transmits revisions to Chapter 4, Air Traffic Control, and Appendix 2, Summary of Establishment and Discontinuance Criteria.
2. EXPLANATION OF CHANGE. This change provides establishment and discontinuance criteria for Precision Runway Monitors. The basis of the proposed criteria is a life-cycle benefit-cost analysis outlined in Report Number FAA-APO-97-5, "Establishment Criteria for Precision Runway Monitors (PRM)." Copies of this report are available from APO-200.
3. DISPOSITION OF TRANSMITTAL. After filing the attached pages, this change transmittal should be retained.

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iv	09/24/93	iv	3/17/97
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\* 54. PRECISION RUNWAY MONITORS (PRM).

a. Establishment. An FAA towered airport qualifies as an establishment candidate for PRM:

(1) if the present value of incremental life-cycle benefits exceeds the present value of incremental life-cycle costs, using the benefit-cost methodology outlined in Report Number FAA-APO-97-5, "Establishment Criteria for Precision Runway Monitor (PRM)"; or

(2) for those locations which do not qualify under paragraph 54a (1), the location may still qualify for a PRM if the Administrator determines that an aeronautical requirement exists due to operational or safety factors, such as runway configuration, terminal approach procedures, or delay at feeder or receiver airports or elsewhere in the National Airspace System (NAS) which can be related to delay at the PRM candidate airport. \*



FIGURE 3. SUMMARY OF ESTABLISHMENT AND DISCONTINUANCE CRITERIA  
FOR CHAPTER 4, AIR TRAFFIC CONTROL (CONTINUED)

Facility or Service	Establishment	Discontinuance	Additional Facilities or Improvements
Metroplex Control Facility, Paragraph 52	Sum of ratio values equals or exceeds 1.0 or number of instrument operations or enplanements exceeds values identified in FAA-APO-93-7 plus benefit/cost study.	Site specific justification.	
Terminal Radar Approach Control (TRACON) Facility, Paragraph 53.	Accomplished in accordance with procedures of FAA Order 6480.17, "Terminal Facility Modernization/ Relocation Survey and Evaluation Handbook" and AAT-93-2, "Operational Requirements and Facility Investment Criteria for Metroplex Control Facilities (MCF) and Terminal Radar Approach Control (TRACON) Facilities."	Accomplished in accordance with procedures of FAA Order 6480.17, "Terminal Facility Modernization/ Relocation Survey and Evaluation Handbook" and AAT-93-2, "Operational Requirements and Facility Investment Criteria for Metroplex Control Facilities (MCF) and Terminal Radar Approach Control (TRACON) Facilities."	

FIGURE 3. SUMMARY OF ESTABLISHMENT AND DISCONTINUANCE CRITERIA  
FOR CHAPTER 4, AIR TRAFFIC CONTROL (CONTINUED)

Facility or Service	Establishment	Discontinuance	Additional Facilities or Improvements
* Precision Runway Monitor, Paragraph 54	Benefit-cost ratio is greater than or equal to 1.0, or, if the benefit-cost ratio is less than 1.0, the Administrator determines that an aeronautical requirement exists due to operational or safety factors such as runway configuration, terminal approach procedures, or delay at feeder or receiver airports or elsewhere in the National Airspace System (NAS) which can be related to delay at the PRM candidate airport.	Benefit-cost ratio is less than 1.0 or a previously identified aeronautical requirement no longer exists.	

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